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HONGKONG, THURSDAY, SEPTEMBER 20th, 1892

四拜禮

號九十二月九年七十

Price \$24 PER MONTH

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, and all other business matters, should be sent to the Editor, and not to the Proprietor. Orders for extra copies of the Daily Press should be sent before 10 a.m. on the day of publication. After that hour the only, and special business matters, will be attended to. Subscriptions, which are not paid for, will be discontinued until the arrears are paid. The Proprietor is not responsible for the loss of letters or parcels sent by post. The Proprietor is not responsible for the loss of letters or parcels sent by post. The Proprietor is not responsible for the loss of letters or parcels sent by post.

NEW ADVERTISEMENTS.
NOTICE.
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
During my temporary absence Mr. A. M. MAUGHALL will be in Charge of the Company's Business at this Office.
H. H. JOSEPH, Superintendent.
Hongkong, 24th September, 1892. 12048

THE AUSTRALIAN SYNDICATE, LIMITED.
NOTICE is hereby given, that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above-named Company will be held at BUSINESS on FRIDAY, the 10th day of October, 1892, at which Meeting a Special Resolution will be put of which the following is the substance:—
That the Company be reconstituted by voluntary liquidation, and that the Shareholders be authorized to do so, and to make such arrangements as may be necessary for the purpose of carrying out the same.

NOTICE.
It is hereby notified that a RESOLUTION has been passed by the Board of Directors of the above-named Company, that the Shareholders be authorized to do so, and to make such arrangements as may be necessary for the purpose of carrying out the same.

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DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND HOOGHONG.
The Company's Steamship
"NAMAHA"
Captain Harris will be dispatched for the above Ports TO-MORROW, the 20th inst., at DAY 10.30.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SWATOW AND TIENTSIN.
The Company's Steamship
"SINGAN"
Captain Price will be dispatched on TUESDAY, the 21st October, at 11 a.m.

STEAM TO LONDON DIRECT.
The P. & O. S. S. "Oceana"
Captain P. W. Carr will leave for the above Place on or about THURSDAY, the 6th October.

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamers.
"MYRINDON"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Underwriter, in both cases it will be at the risk of the Cargo.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM TRIESTE, PORT SAID, SUVA, JEDDAH, SUAKIM, MASSAWAH, HODRADA, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

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NOTIFICATIONS.
NEW YORK LIFE INSURANCE COMPANY.
Funds: \$3,915,080
New Business for 1891: \$3,000,000
Heavy Reduction in Rates.
New Plan Life Policy on European Lines in China.
HIRELY, DALRYMPLE & Co., Agents, 10 ARNOLD KERRIDGE & Co., Hongkong.
Hongkong, 24th March, 1892. 11602

WHISKIES.
SCOTCH.
FERKINPOSI.
EXTRA SPECIAL FINEST LIQUEUR.
VERY OLD HIGHLAND BLEND.
FINE OLD GLENLIVAT.
SIR JOHN POWER AND SON.
JOHN JAMESON & CO.
CLUB RYE, 1855.
A MERICAN.
O.K. BOURBON.
CALLECK, MACGREGOR & CO.,
Wine and Spirit Merchants.

LANE, CRAWFORD & CO.
LETTS'S DIARIES.
1893.
MADE IN ENGLAND.
HONGKONG, 24th September, 1892.

HONGKONG TRADING COMPANY.
JUST RECEIVED EX "GLENESK."
OUTFITTING DEPARTMENT.
CHRISTY'S FELT HATS (all Shapes).
LADIES DEPARTMENT.
PARIS TRIMMED HATS.
HONGKONG TRADING COMPANY.
Nos. 1, 3, 5, and 7, D'Aguiar Street.
Hongkong, 27th September, 1892.

NOTICE.
The Underwriter is prepared to supply the NEW SEASON'S PRESERVED GINGER, SWEETENED SOY, etc. The conditions are as follows:—
All orders will be promptly attended to with best care.
Apply to
MAN LING.
Town Office No. 38, Bonhomie Street.
Hongkong, 21st September, 1892. 11702

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Shippers to China for over half a Century.
Established in Europe in 1815.
This ancient House consign to the well-known
4 STARS COGNAC, super quality.
Price \$1.50 per 1 dozen quarts.
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Price \$1.25 per 1 dozen quarts.
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AMONSON'S.
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LA FORTUNE.
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CLARETS.
in 6th and 8th.
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LABORE.
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LIQUEUR.
BENEDICTINE, DOM.
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NOTICE TO CREDITORS.
CLAIMS on the HONGKONG BRANCH must be sent to the Underwriter.
F. W. RUTTER,
Attorney for the Liquidator.
Hongkong, 25th August, 1892. 11703

NOTIFICATIONS.
REMEDIOS.
FOREIGN & COLONIAL STAMP DEALER.
7, CANTON LANE, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
Is also prepared to purchase and Postage STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
Liberal Discount Allowed. 11844

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Hongkong, 25th August, 1892. 11703

NOTICE TO CREDITORS.
CLAIMS on the HONGKONG BRANCH must be sent to the Underwriter.
F. W. RUTTER,
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INTIMATIONS.

BROWN, JONES & CO.
AMERICAN AND ITALIAN MARBLE
CHISELERS
HEADSTONES AND COLUMNS
In Stock.
Price moderate. Work Promptly Done.
Satisfaction guaranteed.
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A. S. WATSON & CO., LIMITED

SEEDS.

We have received ex A.S. Rosette our first
shipment for this season of

VEGETABLE

AND

FLOWER SEEDS.

and are now prepared to execute orders
promptly.

HINTS FOR GARDENING

and other useful information, will be sent
free to any address on application.

ORDERS FROM ONE PAGE \$5 TO \$10 allowed
25% discount.

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5% discount.

CLAYS FERTILIZER

A High Class Fertilizer for pot plants and
for use in the garden generally. It supplies
natural nourishment to the soil, and assists the
process of assimilation, thereby aiding the
plants to attain to their full size, vigour, and
beauty.

Sold in this country 100 each \$1.50
Sold in this country 50 each \$1.00

Special quotations for large quantities.

RANSOME'S NEW PARIS

LAWN MOWER
\$1700 EACH.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

Hongkong, 16th September, 1895.

NOTICE TO CORRESPONDENTS.

Only communications relating to the columns
should be addressed to "The Editor."
Correspondents are requested to forward their
names and addresses with communications, and to
state the publication to which they are sent.
Editorial notice is not given to any communication
unless it is accompanied by a return address.
Telegraphic Address: Press, No. 12.

DEATHS.

At 10:15 AM, on the 19th September, 1895,
the wife of CHAS. J. MOORE, of 10, South
view, died, aged 72 years.
At 11:15 AM, on the 19th September, 1895,
the wife of H. J. MOORE, of 10, South
view, died, aged 72 years.
At 12:15 PM, on the 19th September, 1895,
the wife of H. J. MOORE, of 10, South
view, died, aged 72 years.
At 1:15 PM, on the 19th September, 1895,
the wife of H. J. MOORE, of 10, South
view, died, aged 72 years.
At 2:15 PM, on the 19th September, 1895,
the wife of H. J. MOORE, of 10, South
view, died, aged 72 years.
At 3:15 PM, on the 19th September, 1895,
the wife of H. J. MOORE, of 10, South
view, died, aged 72 years.
At 4:15 PM, on the 19th September, 1895,
the wife of H. J. MOORE, of 10, South
view, died, aged 72 years.
At 5:15 PM, on the 19th September, 1895,
the wife of H. J. MOORE, of 10, South
view, died, aged 72 years.
At 6:15 PM, on the 19th September, 1895,
the wife of H. J. MOORE, of 10, South
view, died, aged 72 years.
At 7:15 PM, on the 19th September, 1895,
the wife of H. J. MOORE, of 10, South
view, died, aged 72 years.
At 8:15 PM, on the 19th September, 1895,
the wife of H. J. MOORE, of 10, South
view, died, aged 72 years.
At 9:15 PM, on the 19th September, 1895,
the wife of H. J. MOORE, of 10, South
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the wife of H. J. MOORE, of 10, South
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At 11:15 PM, on the 19th September, 1895,
the wife of H. J. MOORE, of 10, South
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At 12:15 AM, on the 20th September, 1895,
the wife of H. J. MOORE, of 10, South
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THE DAILY PRESS

HONGKONG, SEPTEMBER 20th, 1895.

The renewal of the troubles in the Taku
district, Fukien, recorded by our Poochow
contemporary, are purely the result of mis-
understanding and want of tact on the part of the
provincial officials. The people of Taku, like
many other inhabitants of mountainous re-
gions, retain a considerable amount of inde-
pendence, and soon grow restive under a
sense of injustice. The nature of the country
they live in has a tendency to accentuate this
spirit of independence they share with their
fellows countrymen in other parts of the pro-
vince. The scenery in this district is varied
and beautiful, especially along the banks
of the Yangtze River. This stream flows
along a narrow mountain gorge, from which
steep precipitous, craggy heights, sometimes
crowned with woods. The villages are few
and small, and there is but little cultivated
country. The people are poor but thrifty
and live simple lives, having but few wants
and possessing few privileges. Such a
people is, as a rule, easily governed, but
they generally prove very susceptible to any
wrong or injury.

isolated region was an attempt a full twelve
months ago by the Salt Taku to restore the
salt revenue, which had fallen off. To
accomplish this to him no doubt desirable
object he taxed the consumers instead of the
dealers, irrespective of their consumption and
on such an unjudicious scale that the people
drew up a petition praying the authorities
to have their mode of collecting taxes
withdrawn. What happened thereupon we
will leave the Enchow correspondent of our
Shanghai morning contemporary to relate,
which he does clearly and concisely as fol-
lows:—"The petition was presented in the
course of the headman of the locality, a
man of good means, good standing, and
very greatly respected. To their consterna-
tion this man was thrown into prison
for daring to present such a petition, and
all those who had signed it were fined.
This action on the part of the authorities
seems to have tried their patience beyond
endurance. At any rate they were not
willing to allow their friend to remain in
prison; they collected a sufficiently strong
force together, released him by force, and
carried him back with them. Thereupon
the authorities despatched a magistrate,
supported by a troop of soldiers, to demand
the return of the prisoner or take the conse-
quences. A fight ensued, in which the military
were routed, and the magistrate killed. This
was the beginning of the Taku troubles,
for the people having defied the authorities
with success, resolved to keep it up, un-
less, of course, their position received
attention and their friend was allowed to
go free. They quickly organized a very con-
siderable force, and called upon their head-
man to be their leader, but he would have
nothing to do with it. He had, how-
ever, to supply the fighters with funds, un-
der compulsion, and his name was put upon
their flags, against his wish and in spite
of his strong protest. Realizing his help-
lessness amongst his countrymen, who
apparently had lost control over themselves,
he fled, and was not again heard of until the
22nd August, when he was brought into
Poochow in chains. He was taken first
to the Provincial Judge, and subsequently
to the Viceroys' court, where he probably
underwent some sort of examination, but
he had no regular trial, and this is what
the people complained of so bitterly. Be-
fore his execution, the following day, he
protested his innocence, but it was of no
avail. His head was severed from his body
in a clumsy and cruel fashion, and the
order was given for it to be sent to Taku
for exposure in the market-place there.
No attempt was made to demonstrate to the
people that the unfortunate man had fallen
for a violation of the law, or that there were
other charges against him, than the mere
formal one of presenting the petition.
When the news of the execution reached
Taku, the people were bowed down with grief,
but this tenderness was quickly followed
by the more poignant feelings of indigna-
tion and revenge, and they organized a
force to intercept the head on its way to
their town. They vowed that it should
not arrive as the head of a criminal, but
as that of a sainted martyr to the cause of
justice. They carried their point. They
sent the escort with the head near Sha-
hsien, and after a severe fight, in which
they were victorious, they returned to Taku
with the head of their friend. Warded
off their approach, the whole of Taku
turned out in deep mourning to meet them.
Clad in white, unshaven, and with unplea-
sed hair, they came, while the air was rent
with the loud wailing of the multitude, in
it described as a most affecting scene."

Another small complaint is being har-
gained. Some two thousand troops have been
despatched to suppress the movement, and
no doubt a large number of unfortunates
passage will be shut down. They are
greatly excited and are determined to resist
the brother of the victim of their injustice
has become an outlaw, and taken to the
fastnesses of the mountains, where it is
said an independent tribe, some fifteen
thousand in number, have long defied the
Taku Authorities, and successfully pre-
served their freedom and justice. Whether
this be true or not, and whether or not
they will find a secure asylum there, it is
certain that the result of a conflict between
the Imperial troops and the rudely armed
peasants of Taku is a foregone conclusion.
They will be crushed into obedience. The
way of the Chinese Authorities is a sharp and
cruel one when the odds are in their favor,
and when the difficulties are great they
will stop at any sacrifice, however mean,
to gain an advantage. It is notorious that
in numerous cases of insurrection the rebels
have been lured by the Chinese officials to
lay down their arms and have then been
ruthlessly massacred or treacherously made
captives. In the case of the Yunnan re-
bellion, the insurrection was suppressed by
the depopulation of whole districts. They
made a desert and called it peace. Such
incidents as this Taku rising are generally due
to the incapacity of our corrupt officials, who
is in haste to become rich and therefore
to give the enemy a few extra turns to wring
the requisite sum out of the unfortunate
people. The system of farming out the
taxes so much in vogue in China is on this
account fraught with abuse and is con-
sequently calculated to keep alive dissension
to the Government. A reform in this di-
rection is urgently needed, and a beginning
should be made in our immediate neigh-
bourhood, namely by the abolition of the
Haikwan, or Superintendent of Customs,
at Canton, who holds a monopoly for his
nepotism for three years out of which
he is expected to grow rich and be able on
his return to Peking to disgorge a large
slice of the plunder before him allowed to
pass through the Anting Gate, besides
supplying various luxuries to the Palace
for no consideration during his term of
office. As a result he is almost driven to
invent unlawful expenses, and lured by
an unquenchable desire for more ex-
cessive. The taxes are levied by means
of a native and foreign Chinese service
not infrequently and necessarily works
revenue. But the loss of the Imperial re-
venue, usually given to Manchuria,
will only be abolished under strong
pressure.

There will be a game at Polo at 5 p.m. to-day
(Thursday) at Cowes Bay.

The P. & O. steamer *Geoffroy*, from Bombay,
left Singapore for this port on the 27th inst. at
5 p.m.

The British surveying vessel *Porpoise*, arrived
at 11 a.m. on the 19th inst. from the Chinese
Archipelago.

The M. S. steamer *Calcutta*, with the out-
ward French mail, left Singapore yesterday
morning for this port via Saigon.

The P. & O. steamer *Chitral*, with mails, Ac-
cording to the schedule, left for Hongkong and
Yokohama on the 27th inst.

The Portuguese residents in this colony, gen-
erally celebrated the birthday of King Carlos I,
who has completed his twenty-ninth year.

Mr. F. M. Armstrong yesterday afternoon
put up for sale a portion of Island Lot No. 4, sit-
uated between the messuages and erections
together with the messuages and erections
thereon, which are known as Nos. 322, 324, 326,
328, 330, and 332, known as Road West. The price
fixed was \$12,500.

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of another much respected and respected resident
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If the correspondent who writes from

THE IRON AND COAL MINES
OF INDIAN

circuit and the busiest street lies outside them by the water's edge. The inn at which the traveller had to put up was

cleaner and better kept than Amoy. This

A CLEAN SWIMMING BATH FOR
HONGKONG.

sible, of course, that something may be done

THE CHINESE GOVERNMENT AND
THE TRANSIT PASS TRADE.

exchange it for a right that could not be so necessarily fought against by the pro-

most that a convention has been signed by the representatives of Russia and China for the establishment of Russian Consulates in the most important towns of China. The same journal undertakes to con-

were dotted at intervals all over the ground.

loss.² This was described by Richtofen as wind-borne detritus from Mongolia and Tibet.

helping to drive the inhabitants eastward, and this is one of the causes of the descents of Mongols and Turks into China.

it were to be acquired in "six easy lessons, with

The complainant, Lok Yung Chün, the master

This suit was 8:30 so at that time I had conferred with the thieves to capture Mr. V. Roque. As regard to his going to Tung Chün, he had his

5 men were captured and taken prisoners. When we fell into the hands of the explorers, they frightened us in order to squeeze 5 thousand dollars out for their expenses but they still not

with the robbers. The accusation was also

[illegible]

THE DARVEL BAY TRADING CO.
LTD. (IN LIQUIDATION).

[illegible]

R. H. FUERNBERG, Legat.	
Hongkong, 12th September, 1930.	
Dr.	
Cost of commission	\$12,000.00
written off	\$
Reuter, Brügelmann & Co., Hongkong	55,000
written off by them	920
	\$ 5,080
Cr.	
LIABILITIES.	
100 fully paid up shares at \$35 \$ 3,500.00	
250 shares at \$10	50,000.00
	\$82,500.00
Less calls unpaid and reserves	6,365.00
	55,000
Reuter, Brügelmann & Co., Hongkong.	920
	\$ 56,920
BORROWING ACCOUNT.	
Dr.	
100 shares from last account	11,750
100 shares at \$10	1,000
100 shares at \$10	1,000
100 shares at \$10	1,000
Cost of commission	12,000
written off	
	\$36,650
Cr.	
Reuter, Brügelmann & Co., Hongkong	5200
written off by them	
100 shares of Seaboard Co. in Hongkong	5
100 shares at \$10	95
by final loss	\$5,525.00
	\$ 36,675

ANOTHER RISING IN 'TEKHUA
DISTRICT, FUKIEN.

[illegible]

THE NEW RAILWAY-TO THE IRO

A correspondent of the *Hankow Times* writes to the *Daily News* that the Railway Commission has been busy with the iron mines at Tachung and Hsiao-ching-shan is sued, the first, through train running between the two. The line is about seventy miles long, and has 250 miles of 2 1/2' bridges and 250 miles of trestles. It is a most beautiful line, and what it has been done most economical use from ore ballasting the line, though the cost of the ore is all along the line. The ore is of a remarkably high grade, and the quality of the iron is nearly 100 percent pure iron. The quantity of iron ore is practically inexhaustible. In old days, when this region was covered with forests of *Castanea* and *Pinus*, the iron ore was used for fuel, and, as is testified by the hills of slag, *Be*, when the country was dis-forested the Chinese, with their defective knowledge were prevented from using the iron ore for fuel. The iron ore is about 76 miles below Hankow, on the Yangtze. The ore is to be brought to the iron works at Yangtze in baskets which will be used for the purpose. The iron ore is to be used for the purpose. Let us hope, and our correspondents that railways and large works may serve to educate the Chinese. It is not impossible that the Chinese may be able to get rid of foreigners. But to be militarized requires both intellectual and moral training. The Chinese are not yet ready to be able to hold their own against the West, so will have, we trust, gained wisdom enough to have dis-covered that friendly relations with the West are the best way to get on. The Chinese did not find anything but trouble in the Chinese adopting the appliances of material progress, and we should heartily wish her own success in her path towards civilization.

A STORY OF KOREAN JUSTICE

The Mercury tells the following story:—When Admiral Shufeldt went to Korea to arrange a treaty, Miss Shufeldt missed a valuable bracelet, the theft of which was duly reported to the proper authorities. Suspicion rested on the natives, who were taken before the tribunal and subjected to a rigorous examination. The officials found that no incriminating evidence could be obtained against the suspected culprits, and informed Miss Shufeldt of the fact. It was added, in a spirit of courtesy, that "if made wishes, however, we will at once cut off the heads of both men."

NOTES FROM CHINESE NATIVE PAPERS:

An epidemic is raging in Wuhu and vicinity that is carrying off many people. Persons afflicted by the epidemic are said to die in a few hours.

To protect the late crop of rice from getting injured by the locusts, the Nanking Viceroy ordered his soldiers to catch and destroy them. Their winged enemies, however, are not easily captured. The only hope of eliminating the pest is in a copious fall of rain, and if this is forthcoming, we cannot predict what will come of the harvest this year.

On the 10th inst., three prisoners, who had for some time been inmates of the Kiang Hsien prison, were put to death. One of the

brocklyn, was still to possess great power and was able to go about on the roofs of houses in a supernatural agile manner. This fact has been brought to notice by the prison authorities, who are engaged in other robbery cases. He was captured, this last time to meet his doom.

Long Sum-tung-iao, a Koko Hui leader, was a great Sui-tung-iao by the seditious of the Chinese Government at Hing-an, and a son to Nanking. By his own means he tortures the Chinese and the British. He is a great Sui-tung-iao by the seditious of the Chinese Government at Hing-an, and a son to Nanking. By his own means he tortures the Chinese and the British.

By the evidence that the two prisoners, Han-shan and Hui, were both important members of this society. After the report of the case passed to the Governor, an order was forthwith issued condemning the three prisoners to death. Hereafter on the morning of the 8th inst. they were executed, and their heads are now being carried to the Governor.

A merchant interested in the tin mines
Islands in Hsien K'wangtung recently appli-

...on the ground that dynamite is a dangerous
article and the use of it often attended with
catastrophic results, the permission sought for and
not given. The official to whom the application
was made further informed the merchant that he
intended petitioning the Provincial Authorities
and asking them to stop the issue of certificates
granting people permission to ship dynamite.

Another man has sacrificed his life for the good of the public. A certain instructor aboard the Chinese man-of-war *Yuenken* was

...which moved by the parched condition of the land and the withering vegetation and resolved to save the country by inducing a down-pour on the same day, after taking a good deal outside of Chinbei he set out for the river. On the following day his body was discovered, and dragged ashore. It was found that a large number of brass hooks were hanging from the neck and a ring attached to the body. The hooks had a string of sandalwood.

On the 8th instant Mr. Kato, Uki went back

all into the hands of the soldiary at Ngankin. The captives were brought before the colonel who immediately gave orders to have them treated

[illegible]

H.E. Shao, the Governor of Formosa, applied to the Throne to extend his leave of absence for two more months. The Gov-

has somewhat improved in health, that physician pronounces him fit still to try to resume work.

**THE STEAMER "ANGERS" IN
TYPHOON.**

We have (says the *Kobe Chronicle*) obtained from Mr. H. D. James, the pilot, some particulars of the perilous voyage of the *Angers* from Yokohama to Nagasaki, a wretched, unseasoned crew, recently were typhoon and wrecked in O bay. The vessel left Yokohama at 5 P.M. on the 3rd inst., with a north-east wind and light weather, the barometer standing at 29.85.

passed Rock Island light at 1.30 a.m., on the
the weather having changed and there being
light breeze alternating with rain squalls.

[illegible]

the vessel took a heavy shear to eastward, and the wind backing to north-west a tremendous squall struck her.

shutly both her anchors started, and the vessel on slides and struck heavily on the beach. Heavy seas came pouring over the vessel on port quarter, filling her fore and aft, sweeping the deck and flooding the saloon. Fortunately the barometer now commenced to rise rapidly, and the wind to abate. The ship's company, however, on the beach, and the vessel being sounded it was found that she was making no water. At 5 p.m. the wind began to decrease in force, and by 6:30 p.m. the water had risen to 23.50. It was at this time that it was found there was something wrong with the barometer. An attempt was made to pump the ship full of water. An attempt back the ship off the beach failed, and the vessel lay on the beach for several days. Efforts at floating the ship were made, but she lay stranded until the next morning, when she was

a m. another attempt was made by hauling a at anchors, and alternately ordering engines ahead and astern as required to get her off by water.

standing all efforts the vessel still remained. The tugboat had now risen to the 2915' morning high tide and now, with a nor'ly wind, in the afternoon another attempt was made at casting the logs. Again assist in which three large junks and 1 man were engaged. Anchors were laid and everything hove tight, two fore-balls put out, and the wind now freshening from east with rain squalls, the fore and sails were set. At 3 p.m. they started heave on all anchors, and engines were full speed ahead, and, after an hour or

half's hard work, at half-past four the slowly swung round with stem on to the bank and five minutes afterwards floated. Coming

anchored in eight fathoms of water, the big tanks were refilled, and an examination of the vessel made. It was found that the engine was leaking and the big rolls full of water. The divers having examined the bottom of the wreck reported that no great damage was done, and by midnight the ship was again ready for sea. On Tuesday, the fifth last, the ship proceeded on her voyage to Nagasaki, to Owaribay at 5.30 a.m. She ran in to Matsuyama, where telegrams might be sent from the ship re-specting the dock at Nagasaki, and proceeding, Nagasaki was reached on the 8th.

September, just in time to escape another typhoon. The barometer falling rapidly and coming vessels reporting terrible west of the China Sea. On September 1st, N. 100

the "Compass." On arrival at Anasagasti steamer was put into dry dock, when it found that all the injury the ship had sustained consisted of a few dented plates and some damage to the stern-post. This is the bare record of what must have been a trying and anxious time for all on board vessel. We are told that when the vessel was under and the waves broken over her and in the saloon the scene had a description of everything movable was afloat, the water was sloshing from side to side, and it seemed as inevitable the vessel was lost entirely. No small credit due to our officers, crew and pilot for

energetic attempts, for untately successful, were made to get her into deep water, and due to the promptitude they displayed, the

THE MITSUI COMPANY AND THE MIKE MINE.

It is alleged that the Mitsui Company, preparing to take an action against the Government in connection with the Mike Coal Mine. The matter has been on the tapis for quite a long time. The point is that after the closure

tender for the mine had been accepted, but before the instalments of the purchase money had been fully paid, an earthquake occurred.

shaft—said to be the most productive of the mine—and thereby materially reduced the value of the property. The Vitana Company said that it had no reduction on this account ought to be made from the purchase money, which was much larger than the figure at which the general public had estimated the mine. It is stated that the Concession of sale contains a clause to the effect that in no circumstances shall the price be subsequently reduced (He haru tipu ara au gendy kassau). Some persons are of the opinion that his promise would immediately nonsuit the Company in the Court of Law. But it is inconceivable that

the clause can have been intended to include catastrophes of Nature. Suppose that the man had been completely destroyed by the car

—and obviously the hypothesis is that a "extravagant" supposes in other words, they properly for which the Mitsui Company was pledged to pay interests of four million yen by instalments has been rendered absolute, because a third of the purchase money reached the Treasury vaults, is it for an inconceivable that the Government could have insisted on the full payment of the remaining millions? Civilized Administrations do not do that; they would not have asked the Japanese people on such a basis on national honor; and honest trader would not accept such a

struction towards his disciples, that "the Son of Man" will return with his angels to the complete destruction of the sun, moon, and stars with reference to their partial destruction. Thus, it can

shown that the poorest peasants who were alienated to contemplate catastrophes of famine, unless it can also be shown—which, so much as is scarcely possible—that liability to grant expropriation was taken into account, when a peasant was selling price of the property, there is a little doubt that, as matter of equity, some reduction should be made in favor of the purchaser. Nor is it likely that the Government questions the propriety of this view. But unfortunately the Government is not in a position to give practical effect, of independent compensation, in instances of expropriation.

which involve pecuniary issues. The District Court has shown that it will not tolerate anything of the kind. With reference to this very affair of the

Minister Mima, when the subject of compensation being made was purely matter of internal administration, the House of Representatives, possibly the intention of the Government to give any definite reply to the petition of the Mitsui Company warranted a hope that the claim would be favourably considered. It was stated, however, that the present Minister of Finance has dismissed the petition with the effect of annulling the duty in Japan does duty for *ipse passus* and that nothing remains for the Mitsui Company except an appeal to a Court of Law.

their cause is very hard, and they ought to have public sympathy on their side whatever course they adopt.—*Japan Mail*.

NEWS FROM TUNKIN.

The *Independence Tunkin* says that the village of Soung-hoa was totally burned on the 4th instant about one o'clock in the afternoon, the fire being caused by a mob of white skin, who were taking food. The military station was saved.

10

Mr. CONSUL GARDNER has produced a highly interesting report on the iron and coal mines of which His Excellency the Viceroy of Szechwan is opening up in order to produce the rails for the projected Grand Trunk Railway intended eventually to traverse the Empire from Peking to Canton. The report, which was received by the French mail, has not only just been published, having been forwarded to us as supplementary to the standard report on the trade of Hankow, but also contains information contained in this report would no doubt excite some little attention in England both for the glimpse it affords of the mineral resources of China and the determination displayed by the Viceroy CHANG CHIEH-tung to utilize the vast deposits of coal and iron already developed. The railway from the city of Yenchow to the iron mines, seventeen miles in length, was even then in good progress, but English readers might not be altogether delighted to hear that it was under the superintendence of a German engineer, and was mainly laid with German rails on sleepers also of German origin. The land, but the Chinese are accustomed to divide their *Liouws*, and it might be some

aspirant" to fame—in the person of a young Consul officer stationed at Amoy, who recently accomplished the overland journey from Amoy to Foochow. The result of his observations is recorded in a report which he has submitted to his superiors. Accompanied by a large map showing the route traversed, the journey, of course, was neither fraught with perils nor attended with any very serious hardship, but like all travelling in this much of it was performed under circumstances which both of transport and of escort, while the most repulsive kind, the most repellent variety of the subjects or verminous in Fokien, which increased the difficulties of travelling. He was aided by well-informed Chinese that overcame mutually unintelligible forms of speech exist within the province, but he thinks this may perhaps be an exaggeration, as it would likely be true everywhere unless the "dialects" are certainly most remarkable. The first place of importance reached after leaving Amoy was Tung An, which he describes as a dirty, crowded, and ancient city, approached by a curious and staid bridge over the river Tung An, upon which are huddled two lines of shops. A short distance further we commenced the ascent of the Tung Ling Pass, and there for the first time I saw the tea plant, notwithstanding that growing wild in irregular clumps along the roadside. This wild tea is so difficult for infusion it is only used for the extraction of oil from its seeds. The summit of the range was reached at about 6,000 feet above sea level; the height to be about 10,000 feet. Frost is common during wet months, and, curiously enough, although the windy weather tigers are said to be a source of much danger along the road in this part. From Tung Ling the traveller proceeded to make the ascent of the mountain pass, nearly all the houses being built of thick woven wood, with a good deal of terrace cultivation. In this district came across a number of returned immigrants from Java, the Malay States, and to Philippines. Nearly every village contained some of these men, who had brought their fortunes, and erected for themselves comfortable homes. Their dwellings are, however, generally distinguished by their ownness, large size, and elaborate decoration, contrasting strongly with the extreme roughness of the native hovels. A very considerable percentage of the whole population of this part had passed a large part of their lives abroad, and had gained considerable wealth. These people were scarce in this region, but the water is not hot enough to scald the hand. Some of the hills in this place are infested with pigs, which carry off the pigs and commit other depredations on the live stock. In Chi was the next city reached. It is a small town, and the prominent building is a large red brick pavilion, beside which stands an ancient stone memorial arch. Mr. CLEGGWELL crossed several fine arched stone bridges. The Chinese appear to expend more money in erecting bridges than any other structures. In Pankun mentions the same characteristic. The hills here are wider and the ascent more toilsome as our traveller proceeded. The inn's were as a rule extremely bad, dirty, and often partially unroofed or leaky, and usually crowded with unwary guests. The next halting place of any importance was the departmental city of Yung Chuan. Fully one-third of the population of Tekha and Tachien, both sparsely inhabited, and consisting wholly of wild and rugged ranges of high mountains. It was in Tekha that the recent formidable disturbance and severe fighting occurred. Yung Ch'uan is a singularly beautiful spot, the best scenery lies outside them by the water's edge. The jun at which the traveller had to put up was in the last stage of dilapidation. One of the walls had fallen and its place was temporarily supplied by a piece of ragged matting which failed to keep out a biting wind, and the smell from the adjacent cesspools was a constant annoyance there. The atmosphere was very uncompromising, and comments of various kinds were heard on all sides, and as the salt treads at Tekha were not over, he deemed it wiser not to proceed in that direction, so he resolved to go to Hsien Yu, a large city in the prefecture of Hsing Hui. After crossing the mountains, and passing some considerable villages, the traveller climbed Pat Ko Ling descending thence to the plain of Hsien Yu, by far the largest and most fertile expanse of cultivated land he had met with in the journey. The rich black earth produces heavy crops of all kinds of grain, and the soil is fertile. Much land was irrigated artificially; much land was laid out in paddies, and dying vats were to be seen in every village. Crossing the plain for thirty miles through a succession of large and populous villages, he reached Hsien Yu, a city of 70,000 to 80,000 inhabitants. The fields are a circular form, and the rivers are wider and busier than those of most Fukienese towns, the channels are well supplied, and it is much cleaner and better kept than Amoy. This, however, is not saying much, as Amoy is one of the most insanitary cities in the world. Leaving Hsien Yu, the traveller crossed the mountains again, meeting on the way continuous streams of coolie carrying timber to the plains. Here Mr. CLEGGWELL raises to remark on the universal employment of men as burden carriers in Pakien, and this in spite of a considerable degree of wealth and a large amount of traffic from place to place. In China, he says, it is almost impossible to find employment for it." The roads in this part of Fokien, as in all parts of China, show the greatest poverty economy of land. The best of them consist of a roughly paved footpath rarely over six feet wide and often not half that width. The roads are in general in the worst track. In their mountainous districts the people are, Mr. CLEGGWELL says, strangely ignorant of the outside world. In one village they had not heard of the disturbances at Tekha, and they had never seen a foreigner. After passing this village, called Yeh Ma Ling, the traveller entered a country of such a nature, in fact, mass of waving bamboo jungle, in

[illegible][illegible][illegible][illegible]

It has been stated that when Luk Yung Ching's family had heard the events, they did not put any more money into the business. Mr. Ching's family had heard the events, they did not put any more money into the business. Mr. Ching's family had heard the events, they did not put any more money into the business.

THE DARVEL BAY TRADING CO., LTD. (IN LIQUIDATION).
The following is the report of the liquidator:
The liquidator has now to lay before you a statement of the final accounts of the company. In last year's report, he stated that the company had been sold, and that the proceeds of the sale had been distributed to the shareholders.

ON THE 10th SEPTEMBER there were all sorts of rumors as to what the fighting in Sanyuan might be about. The officials here in Sanyuan are so often so at each other, that it is not surprising that the rumors should be so numerous.

THE NEW RAILWAY TO THE IRON AND COAL MINES OF HUPH.
A correspondent at Hankow writes to the Daily News that the railway from Hankow to the iron mines at Huph is now being constructed. The line is about 100 miles long, and will be completed in about two years.

THE STEAMER "ANGERS" IN A TYPHOON.
We have (from the Koko Chronicle) obtained from Mr. H. D. James, the pilot, a very interesting account of the voyage of the Angers from Yokohama to Nagasaki, in which she encountered a severe typhoon.

ON THE 4th INSTANT the Angers, a Japanese steamer, was wrecked on the coast of the Philippines. The ship was carrying a large cargo of goods, and the crew were all saved.

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The first ordinary meeting of the shareholders of the National Bank of China, Limited, was held on the 28th inst. at the Bank's headquarters, 100, Victoria Road, Hong Kong.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.
The following is the report of the liquidator of the Douglas Steamship Company, Limited, which was placed in liquidation on the 1st inst.

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The Daily News says that news has reached Shanghai that the Yellow River has again burst its banks, causing a great deal of damage to the surrounding country.

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Issued with the "Hongkong Daily Press," September 29th, 1892

Stockbrokers' Association of Hongkong.

QUOTATIONS FOR MAIL OF 29TH SEPTEMBER, 1892.

Hongkong, 28th September, 1892, 3.30 p.m.

STOCKS.	CAPITAL.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	WHEN PAID.	CLOSING QUOTATION.
BANKS.									
Hongkong and Shanghai Bank ing Corporation	\$10,000,000	80,000	\$125	\$125	\$3,380,000	\$70,807.80	20/ for 1-year ending 30th June, 1892	Aug. 22, '92	95 p. ct. pm. buyers.
Bank of China, Japan & S'ta, Ltd.	\$1,000,000	100,000	\$20	\$20	\$223,029.13.7	\$9,020.16.9	1892 issue 2/ 1891 issue 1/3 23 per share	Mar. 7, '92 Feb. 11, '91	\$84 218, buyers.
Do. Founders		1,250	\$21	\$21					
National Bank of China, Limited		18,750 A sh. 25,000 B sh. 750 bound. ers	\$10	\$10					
Do. Do. (Founders)	\$1,000,000		\$21	\$21		\$2,052.03	None		B sh. 40 p. ct., dis., nom. \$200, sellers.
MARINE INSURANCES.									
Union Ins. Society of Canton, Ltd.	\$3,500,000	10,000	\$350	\$35	\$500,000	\$483.905	26 per cent. for 1890	Oct. 12, '91	\$83.
China Traders' Ins. Co., Ltd.	\$2,000,000	24,000	\$83.33	\$25	\$750,000	\$237,185.68	18 per cent. for year ending 30th April, '92	Sept. 17, '92	\$574, sales.
North China Insurance Co., Ltd.	\$1,000,000	5,000	\$200	\$50	Tls. 200,000	Tls. 40,800.00	5 per cent. int. for '90 & 3/8 int. on Reserve	Apr. 28, '92	Tls. 245.
Yangtze Insurance Association, Limited	\$900,000	8,000	\$100	\$100	\$340,000	\$61,665.67	50 per share	Mar. 12, '90	\$103, buyers.
Canton Insurance Office, Ltd.	\$2,500,000	10,000	\$250	\$50	\$550,000	\$511,107 estim. ated	Interim dividend 10 per cent. for 1891	Jan. 4, '92	\$103, buyers.
Straits Insurance Co., Limited	\$3,000,000	30,000	\$100	\$20	\$25,000	\$341,722.72	5 per cent. for 1891	July 15, '92	\$13.
FIRE INSURANCES.									
Hongkong Fire Ins. Co., Ltd.	\$2,000,000	8,000	\$250	\$50	\$1,000,000	\$308.823	18 per share for 1890	Mar. 11, '93	\$280, sales & sellers.
China Fire Insurance Co., Ltd.	\$2,000,000	20,000	\$100	\$20	\$770,000	\$245,299.47	30 per cent. for 1890	Feb. 28, '92	\$87, sellers.
Straits Fire Insurance Co., Ltd.	\$2,000,000	20,000	\$100	\$20	\$770,000	\$152,903.87	5 per cent. for 1890	Mar. 18, '92	\$14.
Singapore Insurance Co., Ltd.	\$3,000,000	30,000	\$100	\$20	\$11,875.31	\$126,832.17	None		\$81, buyers.
SHIPPING.									
Hongkong, Canton, & Macao Steamship Co., Ltd.	\$1,600,000	80,000	\$20	\$20	\$30,000	\$5,257.46	1 per cent. for 1-year ending 30th June, '92	July 30, '92	\$304, sellers.
Indo-China Steam Navigation Co., Ltd.	\$1,200,000	60,000	\$20	\$10	\$1010,000	\$2,127.17	24 per cent. for 1891	June 8, '92	45 per cent. dis., nom.
China & Manila S.S. Co., Ltd.	\$250,000	5,000	\$50	\$50	none	Dr. \$3,243.10	None		\$35, sales & sellers.
Douglas Steamship Co., Ltd.	\$1,000,000	20,000	\$50	\$50	\$320,000	\$3,620.43	1 per cent. for year ending 30th June, '91	Sept. 28, '91	\$40, sales.
China Mutual S. S. Co., Ltd. shs.	\$240,000	20,000	\$12	\$12	\$49,781.80	\$1,897.14.3	2 per cent. for 1891	Oct. 13, '91	\$49, nom.
Do. Do. ordinary shares		10,000	\$20	\$10	\$91,000	on 31st Dec., 1891			\$25, nom. \$23.10.
Steam Launch Co., Limited	\$100,000	2,000	\$50	\$80	none	Dr. \$3,770.56	3 per cent. for 1-year ending 30th June, '90	Sept. 1, '91	par, sellers.
China Sugar Refining Co., Ltd.	\$1,500,000	15,000	\$100	\$100	none	\$12,637.08	Interim dividend \$5 for 1892	Aug. 29, '92	\$150, buyers.
Luzon Sugar Refining Co., Ltd. Mining	\$700,000	7,000	\$100	\$100	none	Dr. \$11,431.51	8 per share for 1890	Mar. 28, '91	\$87.
Panama Mining Co., Limited	\$240,000	60,000	\$4	\$3	none		None		\$24, sales & sellers.
Preference Shares	\$30,000	30,000	\$1	all	none		None		\$4 cents.
Société Française des Charbon- nages du Tonkin	Fcs. 4,000,000	8,000	Fcs. 500	\$131.53	none	Dr. \$221,973.95	None		\$110, sales.
Selima Tin Mining Co., Ltd.	\$575,000	115,000	\$5	\$5	none		None		124 cents.
New Immoria Mine, Limited	\$320,000	300,000	\$1	\$1	none	First year	None		\$1, sellers.
Balmoral Gold Mining Co., Ltd.	\$180,000	18,000	\$10	\$10	none	Dr. \$15,974.23	None		\$1.10, sales.
Jelebu Mining & Trading Co., Ltd.	\$225,000	45,000	\$5	\$5	none	\$1,000	25.5742 carried forward as unallotted		25 cents.
Raub Australian Syndicate, Ltd.	\$1,000,000	1,000,000	\$1	18/3	none	Dr. \$4,471.09	15 p. ct. for 1-year mak- ing 22 p. ct. for year	May 20, '92	\$51, buyers.
Société Française des Houil- leres de Tourane	Fcs. 4,000,000	8,000	Fcs. 500	\$300	none	Jan. 31, 1892	None		30 cents.
Do. Wharves & Godowns					none	Dr. \$58,408.47	None		75 per cent. dis., sellers.
Hongkong & W'poo Dock Co., Ltd.	\$1,562,500	12,500	\$125	\$125	none	\$2,367.77	7 per cent. 1-year end- ing 30th June, 1892	Aug. 23, '92	77 per cent. prem., sales.
Hongkong & Kowloon Wharf & Godown Co., Limited	\$1,000,000	20,000	\$50	\$50	none	\$15,433.84	14 per cent. for 1891	Aug. 15, '92	\$18, sellers.
Wanchai Warehouse & Storage Co., Limited	\$250,000	2,500	\$100	\$71	none	\$478.25	34 per cent. for 1-year ending 31st Dec., '91	Jan. 28, '92	\$42.
LAND, HOTELS & BUILDING.									
Hongkong Land Investment and Agency Co., Limited	\$5,000,000	50,000	\$100	\$50	\$1,250,000	\$12,408.61	Int. div. \$2 to 30th June, 1892	July 19, '92	\$61, sales & sellers.
Kowloon Land & B'ding Co., Ltd.	\$300,000	6,000	\$50	\$50	none	\$257.12	None		\$7, buyers.
West Point Building Co., Ltd.	\$625,000	12,500	\$50	\$50	none	\$1,374.12	50 cents	July 20, '91	\$231, sales.
Hongkong Hotel Co., Limited	\$300,000	6,000	\$50	\$50	none	\$4,023.88	3 per cent. for 1-year ending 30th June, '90	Sept. 12, '92	\$24, buyers.
Do. (new issue)	\$300,000	6,000	\$50	\$50	none		3 p. cent p. share 1-year ending 30th June, '90	Sept. 12, '92	nominal.
Austin Arms Hotel & Building Co., Limited	\$200,000	4,000	\$50	\$50	none	Dr. \$18,638.02	None		\$13, sellers.
Humphreys' Estate & Finance Co., Limited	\$130,000	13,000	\$10	\$10	\$20,000	\$2,190.11	14 per cent. for 1891	Mar. 25, '92	\$187.
Do. Deferred	\$120,000	12,000	\$10	\$10					\$13.
MISCELLANEOUS.									
Green Island Cement Co., Ltd.	\$1,000,000	20,000	\$50	\$50	none	Dr. \$51,730.99	None		\$5, buyers.
China-Borneo Co., Ltd., in liq.	\$750,000	7,500	\$100	\$51	none	Dr. \$257,624.35	None		\$1.
A. S. Watson & Co., Limited	\$600,000	60,000	\$10	\$10	\$14,000	\$15,538.47	Final dividend of 7 per cent. for 1891, total 14 per cent. p. am.	May 10, '92	\$16, sales.
H. G. Brown & Co., Ltd.	\$300,000	6,000	\$50	\$50	none	\$489.84	Final div. \$1 per share equivalent to 6 p. ct. for '91	April 20, '92	\$22
Hongkong Electric Co., Limited	\$300,000	30,000	\$10	\$8	none	Dr. \$5,500.17	None		\$23
Hongkong and China Gas Co., Limited	\$70,000	7,000	\$10	\$10	\$16,201.12	\$2,191.12/5	10 per cent. for 1891 and 2 1/2 p. cent. bonus	April 17, '92	\$93, sales.
Hongkong Rope Manufacturing Co., Limited	\$150,000	8,000	\$25	\$25	\$35,000	\$1,029.37	38 per share for 1891	Mich. 12, '92	\$100
Geo. Fenwick & Co., Limited	\$150,000	8,000	\$25	\$25	\$1,000	\$3,445.76	6 per cent. for 1891	April 2, '92	\$14.
Hongkong Ice Co., Ltd.	\$125,000	5,000	\$25	\$25		\$489.00	Int. div. 9 per cent. for 1892	July 24, '92	\$72, sellers.
Hongkong High Level Tramways Co., Limited	\$125,000	1,250	\$100	\$100	none	\$2,084.86	None		\$40, sellers.
H'kong Brick & Cement Co., Ltd.	\$100,000	4,000	\$25	\$21.50	none	Dr. \$23,657.80	None		\$71, sellers.
Dairy Farm Co., Ltd.	\$100,000	10,000	\$10	\$10	none	\$109.30	3 per cent. for 1891	Feb. 10, '93	\$5.
Dakin, Crickshaw & Co., Ltd.	\$250,000	20,000	\$25	\$11	none	\$12.53	6 per cent. for 1891	Mar. 14, '92	\$3, sellers.
H'kong & China Bakery Co., Ltd.	\$30,000	600	\$50	\$50	none	Dr. \$224.99	None		\$4, sellers.
Campbell, Moore & Co., Ltd.	\$15,000	1,200	\$10	\$10	none				

LOANS TO IMPERIAL CHINESE GOVERNMENT.	AGENTS FOR THE LOAN.	AMOUNT OF LOAN.	PAR VALUE.	QUANTITATIVE WORDS.	WHEN PAID.	CLOSING QUOTATIONS.
Chinese Govt. 8 per cent. Silver Loan 1894 C	H.K. & S'hai Banking Co.	\$1,494,700	\$500	670	15 Oct. each year until 1897	14 per cent. prem., buyers.
Do. 7 per cent. Do. 1896 E	Do.	Tls. 767,200	Tls. 250	3,390	31 Mar. and 30 Sept. each year until 31 March 1917	12 per cent. prem. buyers.
DEBENTURES.						
H.K. Hotel Co. 6 1/2 % Mortgage Debentures 1889	Do.	(1) \$400,000	\$200	600	Half yearly, on 19 April and 19 October	par.
Hongkong & Kowloon Wharf & Godown Co. 5 1/2 % Debentures of 1891	Do.	\$500,000	\$200	2,000	Half yearly, on 1 April and 1 October	par, sales & sellers.
China Merchants S. N. Co. 7 1/2 % Mortgage Debentures	Do.	(2) \$300,000	\$200	1,500	Quarterly on 1 Sept 1 Dec. 1 March & 1 June	1 per cent. prem., buyers.
Société Française des Charbonnages du Ton- kin 8 1/2 % Debentures	The Company	\$500,000	\$100	all	1890 or earlier at option of Co. on 6 months notice.	5 per cent. dis., sellers.
Green Island Cement Co., Ltd. 8 1/2 % Mort- gage Debentures	Do.	\$50,000	\$100	all	Half yearly, 30 June and 31 December.	par.

(*) By allocation of Dividend Fund. (†) Depreciation and Insurance Fund. (‡) Reserve and Depreciation Fund. (§) Fixed reserve Fund.
(1) Outstanding \$35,000. (2) Outstanding \$119,000.